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2017 championship calendar

March 2017

Issue 70

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SEASON STARTS WITH NEW ANGLESEY WEEKEND

Gentlemen (and ladies), start your engines! The winter break is coming to an end and the Longton season gets underway on April 1 and 2 with the club's new Anglesey event.

If you haven't already got your entry in you should do so as the late entry penalty applies from March 19. Present indications are that, as a new event, it will be considerably less heavily subscribed than Longton's October bash. So, hopefully, a chance for plenty of runs to bed things in and shake off the winter lethargy.

The meeting will follow the usual format, using the National circuit (just one lap) on Saturday and the fast and long International layout on Sunday.

Reminders for competitors: Drivers of racing cars and sports racing/clubmans cars should be aware that the MSA is insisting on strict enforcement of ROP (roll hoop) regulations in 2017. Scrutineer Chris Mansley has informed us that scrutineers have been told to ignore the additional height that is provided by any roll hoop extension. So check that your helmet is not above the line from the front bulkhead to the top of the (original) roll hoop.

There are likely to be rigorous checks that racing car ROPS conform to either the Blue Book dimensions (diameters and material type/thickness) or that the design is certificated by the MSA. Many manufacturers are getting their designs tested and registered with the MSA. If in doubt consult your race car constructor.

ALSO, from January 2018 any driver competing in a racing or Sports Libre car of more than 1100cc, or equivalent forced induction, with the exception of a pre-1994 Formula Ford must hold a Speed National A or Race National A Licence (H.16.1.1), unless the car is currently licenced for use on the public highway and competes in the event in a road-legal condition.

If you are in this position then you may wish to start collecting licence upgrading signatures in the 2017 season. Note also that the upgrading procedure is changing from four to six signatures.

Longton's AGM is to be held on May 8 at the Lonsdale Club, Fulwood Hall Lane, Preston at 8pm. Everyone is welcome to attend but you must give advance notice to Club Secretary Margaret Malcolm if you wish to raise an issue (contact details on web site).

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FAREWELL GEOFF AFTER NEARLY 60 YEARS BEHIND THE (RACING) WHEEL

*Well-known local single seater competitor (and constructor) Geoff Cowell is finally hanging up his helmet after nearly 60 years of competitive driving. He has given the Bulletin permission to reproduce the following article he wrote for the Monoposto Racing Club's Startline magazine. Many readers will know that his son Andrew, referred to here, is the man who led the development of the presently all-conquering Mercedes Formula One engine package, as MD of Mercedes AMG High Performance Powertrains Ltd. At the end of the article are brief details of his two competitive single-seaters that he has now put up of sale. **Over to Geoff Cowell***

I went to university in London in 1956 and got persuaded to buy a Cambridge bodied Austin 7 special, which I raced at Brands Hatch and Silverstone in 750 MC events, for about two years, before the money ran out. It was used as a road car as well and was too heavy to be very competitive but I did meet Colin Chapman who gave me advice on squeezing out as much power as possible and improving the handling. Apart from getting the odd, infrequent drive in other people's cars and some activity in 12 car rallies, things went quiet until I was a spectator at a sprint, when over the tannoy came an announcement about Allan Staniforth's book *High Speed Low Cost*, encouraging people to build their own, Mini component based, single seater, the Terrapin.



First single-seater: Geoff's Terrapin with son Andrew, 6, showing early engineering skills



Team Cowell: Geoff, daughter Hazel and Andrew at Three Sisters

It took me some 18 months to build one but it first ran in 1975 with a bog standard 998 mini engine, eventually replaced with a 1072 Cooper S one. I still have photographs of my son, Andrew, sitting in this car when he was about six years old and possibly the start of his interest in motorsport. I competed in this car until it was totally outclassed by motor biked engined cars. Work stopped me having the time to build a new car and so I bought a Suzuki-engined, Mk1 Jedi.

In this both Andrew and I competed in sprints and hillclimbs gaining considerable success. Andrew then built the first Mk 5 Jedi in the Corbyn's workshop and he suggested I sell my car and share his. He soon decided that he would drive it in Formula Jedi and I bought Rob Barksfield's Hitech to carry on doing sprints and hillclimbs. My daughter, Hazel, decided that she would like to get involved and drove both her brother's and my car in sprints. The three of us as 'Team Cowell' were regularly at events together for about two years with two cars.

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Andrew decided to concentrate on circuits and I was persuaded to go back to circuits as well and bought a Mk 4 Jedi with Suzuki engine and competed in Formula Jedi and then with the Monoposto Club, sometimes driving with both clubs at the same circuit over a weekend. It was at this time that the Jedi Club gave me number 50 when they discovered that it was 50 years since I had started in Motorsport and I carried over this number into Monoposto.



Geoff in his Jedi, Silverstone, 2004

I always felt that my Hitech was quicker than the Jedi but it would have needed butchering to fit a bigger fuel tank and extinguisher system plus electric reverse, so I decided that I would build my own version using spare bodywork and suspension bits as a starting point. This was completed and named a 'Cowell Hitech', first appearing in 2008. I had the usual shake down problems but it eventually settled down to be a reliable drive and I suspect, was a lot quicker than the driver. Sadly now, my wife's health problems mean that I need to bring my racing days to an end.

AND FOR SALE ...



The trailer is lightweight to easily tow behind a normal saloon and is clad in aluminium with a hinged cover over the wheel rack.

The photo shows both my cars. The "original" Hitech on the left is a Sprint car. This is fitted with a Suzuki "W" series engine rebuilt by Powertech complete with power curve. The car has both data logging and traction control equipment fitted but not currently connected. There are 2 spare engines available; one Mark Budgeon's former engine on which he spent a fortune plus and overbored one which would leave it eligible for the 1600 class. There are also boxes of engine parts and spare carbs. The car has 2 sets of wheels with both slicks and rain tyres.

The second car is the Cowell- Hitech which I built using spare suspension and bodywork and has a larger fuel tank, fire extinguisher system and electric reverse gear and transponder to be eligible for circuit racing. This is fitted with a 2006 Yamaha fuel injected, 5 valve head engine. There is also a spare engine worked on by CHAP engines. This also has two sets of wheels and circuit racing tyres. I also have necessary racing paraphernalia such as head restraints.

Prices: The original, ex- Rob Barksfield Hitech must be worth about £7000 and the Cowell version say £5000. Plus £450 for the trailer.

Ideally, I would like to sell the lot to one person who would come and take it all away, realistically if I sell only one car I could deliver it but would need to keep the trailer for the second car. I am open to offers, cars located on the Fylde Coast. Geoffrey Cowell - 01253 856421 or gcowell2@aol.com.

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BRIAN REDMAN SEEKS A PLACE IN THE HALL OF FAME

Those of us of a certain age (...??!!) will probably be fans of Brian Redman, a driver with strong Lancashire links, a multiple world sportscar champion, and past President of Longton and District Motor Club.

Now 79, he lives in Florida and has been chosen as one of 12 for a place in Motor Sports magazine Hall of Fame at an awards evening on June 7 at the Royal Automobile Club in Woodcote Park, Surrey. But it's all down to that public vote. **YOU CAN VOTE** for him at <http://ow.ly/Cvip308IU69>

He gave several talks to LDMC members and took up the challenge on our behalf in the Car v Bike Isle of Man event in 1979 driving a Chevron against Phil Reid on his TT winning Yamaha. Redman won by 9.5 seconds over the 2.25 mile course.

Redman was synonymous with Porsche but excelled at the wheel of many cars in the 60s and 70s, including Chevron. His record includes winning the Daytona 24 Hours three times, Sebring 12 Hours twice, the Nurburgring 1000 Ks twice, Monza 1000 Ks twice, Österreichring twice, Watkins Glen, the 1970 Targa Florio with a Porsche 908/3 and the Spa-Francorchamps 1000km race 4 times (1968–1972). In 1970/71 he was South Africa Springbok champion winning his class at the Kyalami 9 Hours and then had five successive victories in the factory Chevron B16/S.

IN MEMORY OF ...

Jean Melling sadly passed away suddenly last month, while on holiday in France with her husband Bill. Jean was 69.

Jean and Bill will be remembered from LDMC's 'Golden Oldies' days and were regular Monday club evening attendees. They supported Longton events, where Bill would be seen driving his pristine Lotus Cortina, although in latter years much of their time has been spent sailing their boat in warmer climes. Our thoughts are with Bill and family at this sad time.

John Surtees, the motorsport legend who made history as the only man to win world championships on two wheels and four, has died aged 83. He took four 500cc motorcycle triumphs in the 1950s and '60s, followed by the 1964 F1 title. In recent years he established the Henry Surtees Foundation in memory of his late son, Henry. He also bought Buckmore Park Kart Circuit in Kent and remained a stalwart support of UK motorsport throughout his life.

Rob Jones, MSA Chief Executive, said: 'John's passing is an enormous loss to motorsport in so many ways; the legend, the history, the heritage, the passion and the commitment, not to mention the success, which will not be surpassed.'

'I recently spent some time with John at his home, where despite his frailty he was as enthusiastic as ever to talk about further plans for Buckmore Park, the development of karting generally and of course his beloved Henry Surtees Foundation.'

'We send our condolences to John's wife, Jane, and to his daughters, Leonora and Edwina.'

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LONGTON NORTHERN SPEED CHAMPIONSHIP 2017

Best 13 events from 26 to count

Date	Venue	Type	Club
April 1	Anglesey (National)	Sprint	LDMC
April 2	Anglesey (International)	Sprint	LDMC
April 17	Croft	Sprint	Darlington MC
April 22	Aintree	Sprint	LMC
April 29	Oliver's Mount	Hillclimb	Auto66
April 30	Oliver's Mount	Hillclimb	Auto66
May 13	Curborough	Sprint	BMMC
May 21	Three Sisters	Sprint	LDMC
May 29	Blyton Park	Sprint	Huddersfield MC
June 4	Harewood	Hillclimb	BARC (Yorks)
June 10	Barbon Manor	Hillclimb	LMC
June 24	Aintree	Sprint	LMC
July 8	Blyton Park	Sprint	WSCC
July 9	Blyton Park	Sprint	WSCC
July 16	Scammonden Dam	Hillclimb	Mid Cheshire
July 30	Three Sisters (2-lap)	Sprint	LDMC
August 12	Scammonden Dam	Hillclimb	Pendle
August 20	Oliver's Mount	Hillclimb	Auto66
August 27	Harewood	Hillclimb	BARC (Yorks)
Sept 2	Aintree	Sprint	LMC
Sept 3	Three Sisters	Sprint	LDMC
Sept 16	Harewood	Hillclimb	BARC (Yorks)
Sept 17	Harewood	Hillclimb	BARC (Yorks)
Sept 30	Blyton Park	Sprint	LDMC
October 14	Anglesey (National)	Sprint	LDMC
October 15	Anglesey (International)	Sprint	LDMC

LONGTON SPRINT SERIES 2017

Best 5 events from 8 to count

Date	Venue	Type	Club
April 1	Anglesey (National)	Sprint	LDMC
April 2	Anglesey (International)	Sprint	LDMC
May 21	Three Sisters	Sprint	LDMC
July 30	Three Sisters (2-lap)	Sprint	LDMC
Sept 3	Three Sisters	Sprint	LDMC
Sept 30	Blyton Park	Sprint	LDMC
October 14	Anglesey (National)	Sprint	LDMC
October 15	Anglesey (International)	Sprint	LDMC

